

#1
SLIP

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: CITY OF CINCINNATI CODE# 061-15000

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 9 / 11 / 2009

CONTACT: Bryan Williams PHONE # (513) 352-4506

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513)352-5336 E-MAIL: bryan.williams@cincinnati-oh.gov

PROJECT NAME: Madison Road Improvements

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☒ 2. City
☐ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$893,899
☐ 2. Loan \$
☐ 3. Loan Assistance \$

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$1,489,833 FUNDING REQUESTED: \$1,787,800

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 893,900 ⁰⁰/_{xx} LOAN ASSISTANCE: \$
SCIP LOAN: \$ RATE: % TERM: yrs.
RLP LOAN: \$ RATE: % TERM: yrs.

(Check Only 1)

- ☒ State Capital Improvement Program ☐ Small Government Program
☐ Local Transportation Improvements Program

2009 SEP 18 PM 3:28

FOR OPWC USE ONLY

PROJECT NUMBER: C / C
Local Participation %
OPWC Participation %
Project Release Date: / /
OPWC Approval:

APPROVED FUNDING: \$
Loan Interest Rate: %
Loan Term: years
Maturity Date:
Date Approved: / /
SCIP Loan RLP Loan

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

TOTAL DOLLARS

**FORCE ACCOUNT
DOLLARS**

a.) Basic Engineering Services:

\$.00

Preliminary Design \$
Final Design \$
Bidding \$.00
Construction Phase \$.00

Additional Engineering Services \$.00
*Identify services and costs below.

b.) Acquisition Expenses:
Land and/or Right-of-Way

\$

c.) Construction Costs:

\$ 1,354,394.00

d.) Equipment Purchased Directly:

\$.00

e.) Permits, Advertising, Legal:
(Or Interest Costs for Loan Assistance
Applications Only)

\$.00

f.) Construction Contingencies:

\$ 135,439.00

g.) TOTAL ESTIMATED COSTS:

\$ 1,489,833.00

***List Additional Engineering Services here:**
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u> .00</u>	
b.) Local Revenues	\$ <u> 595,933 .00</u>	40
c.) Other Public Revenues	\$ <u> .00</u>	
ODOT	\$ <u> .00</u>	
Rural Development	\$ <u> .00</u>	
OEPA	\$ <u> .00</u>	
OWDA	\$ <u> .00</u>	
CDBG	\$ <u> .00</u>	
OTHER _____	\$ <u> .00</u>	
SUBTOTAL LOCAL RESOURCES:	\$ <u> 595,933.00</u>	<u>40</u>
d.) OPWC Funds		
1. Grant	\$ <u> 893,900 .00</u>	<u>60</u>
2. Loan	\$ <u> .00</u>	
3. Loan Assistance	\$ <u> .00</u>	
SUBTOTAL OPWC RESOURCES:	\$ <u> 893,900 .00</u>	<u>60</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u> 1,489,833.00</u>	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date:
STATUS: (Check one)
 Traditional
 Local Planning Agency (LPA)
 State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Madison Road Improvements

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

Madison Road from Brotherton Road to 400' east of Ridge Avenue.

PROJECT ZIP CODE: 45209

B: PROJECT COMPONENTS:

The project includes geometric improvements at the intersection of Madison Road and Ridge Avenue to allow all turning movements and decrease accidents. The project also has horizontal geometric improvements along Madison Road east of Brazee to allow for better pedestrian access in the business district. The Highway work includes full depth asphalt base where needed and new asphalt surface throughout the project, new sidewalk in the business district, wider sidewalk under the bridges, street lighting, traffic signals and signage. The project will improve further improve safety by installing new pavement markings, 12" LED signal heads, and raised pavement markers as detailed in the Additional Support Information.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Project covers 2,900 linear feet on Madison Road.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 37286 Year: 2003 Projected ADT: _____ Year: _____

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ _____ Proposed Rate: \$ _____

Stormwater: Number of households served: _____

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 2,929,667.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ 50,000.00*

*- This portion will be covered under the City's local match.

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>9 / 1 / 08</u>	<u>9 / 1 / 09</u>
4.2 Bid Advertisement and Award:	<u>9 / 1 / 09</u>	<u>12 / 31 / 09</u>
4.3 Construction:	<u>1 / 1 / 10</u>	<u>2 / 1 / 11</u>
4.4 Right-of-Way/Land Acquisition:	<u>/ /</u>	<u>/ /</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1	CHIEF EXECUTIVE OFFICER	<u>David Holmes</u>
	TITLE	<u>Assistant City Manager</u>
	STREET	<u>Room 104, City Hall</u>
		<u>801 Plum Street</u>
	CITY/ZIP	<u>Cincinnati, Ohio 45202</u>
	PHONE	<u>(513) 352-5368</u>
	FAX	<u>(513) 352-2458</u>
	E-MAIL	
5.2	CHIEF FINANCIAL OFFICER	<u>Joe Gray</u>
	TITLE	<u>Finance Director</u>
	STREET	<u>Room 250, City Hall</u>
		<u>801 Plum Street</u>
	CITY/ZIP	<u>Cincinnati, Ohio 45202</u>
	PHONE	<u>(513) 352-5372</u>
	FAX	
	E-MAIL	
5.3	PROJECT MANAGER	<u>Don Gindling</u>
	TITLE	<u>Principal Construction Engineer</u>
	STREET	<u>Room 450, City Hall</u>
		<u>801 Plum Street</u>
	CITY/ZIP	<u>Cincinnati, Ohio 45202</u>
	PHONE	<u>(513) 352-1518</u>
	FAX	
	E-MAIL	

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

☒ A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

☐ A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.

☐ A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

☐ A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

☐ Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

☒ Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

☐ Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

David Holmes, Assistant City Manager

Certifying Representative (Type or Print Name and Title)

David Z. Holmes, Assistant, 9/10/09
Signature/Date Signed

MADISON ROAD IMPROVEMENTS

09/12/2008

GENERAL CONSTRUCTION

ROADWAY ITEMS

		ESTIMATED		DESCRIPTION	EST. UNIT PRICE	TOTAL
REF.	ITEM NO.	QUANTITIES				ESTIMATED COST
1	103.05	1.00	l.s.	Contract Bond	\$30,000.00	\$30,000
2	201	1.00	lump	Clearing and Grubbing	\$7,300.00	\$7,300
3	202	2686.00	l.s.	Concrete Curb Removed	\$10.00	\$26,860
4	202	156.00	s.y.	Concrete Island Removed	\$25.00	\$3,900
5	202	3402.00	s.f.	Concrete Sidewalk Removed	\$2.00	\$6,804
6	202	80.00	ea.	Guardrail Post Removed	\$10.00	\$800
7	202	850.00	l.f.	Guardrail Removed	\$4.50	\$3,825
8	202	6.00	ea.	Inlet Removed	\$400.00	\$2,400
9	202	566.00	s.y.	Pavement Removed	\$20.00	\$11,320
10	202	910.00	l.f.	Railing Removed for Reuse	\$5.00	\$4,550
11	203	10.00	c.y.	Embankment	\$35.00	\$350
12	203	201.00	c.y.	Excavation	\$35.00	\$7,035
13	203	1840.00	s.y.	Subgrade Compaction	\$2.50	\$4,600
14	251	2500.00	s.y.	Partial Depth Pavement Repair, Concrete Pavement	\$30.00	\$75,000
15	253	2500.00	s.y.	Full Depth Pavement Repair, Concrete Pavement	\$30.00	\$75,000
16	254	28783.00	s.y.	Pavement Planing, Bituminous	\$5.00	\$143,915
17	301	994.00	c.y.	Bituminous Aggregate Base	\$185.00	\$183,890
18	304	34.00	c.y.	Aggregate Base	\$60.00	\$2,040
19	305	540.00	s.y.	Portland Cement Concrete Base	\$50.00	\$27,000
20	448	2782.00	c.y.	Asphalt Concrete Intermediate Course, Type 1	\$185.00	\$514,670
21	448	2782.00	c.y.	Asphalt Concrete Surface Course, Type 1	\$185.00	\$514,670
22	452	360.00	s.y.	11" Non-Reinforced Concrete Pavement	\$70.00	\$25,200
23	509	1500.00	lbs.	Epoxy Coated Reinforcing Steel	\$2.00	\$3,000
24	510	100.00	ea.	Dowel Holes with Non-shrink, non-metallic Grout	\$18.00	\$1,800
25	511	5.00	c.y.	Class C Concrete	\$1,100.00	\$5,500
26	512	1600.00	s.y.	Sealing of Concrete Surface, non-epoxy sealer	\$15.00	\$24,000
27	514	910.00	l.f.	Field Painting of Existing Structural Steel	\$20.00	\$18,200
28	517	910.00	l.f.	Railing (Cleaned and Reinstalled)	\$35.00	\$31,850
29	519	500.00	s.f.	Patching Concrete Surfaces	\$130.00	\$65,000
30	603	129.00	l.f.	12" Conduit, Type "H"	\$50.00	\$6,450
31	604	9.00	ea.	DGI Adjusted to Grade	\$450.00	\$4,050
32	604	2.00	ea.	DGI/CI Repaired And Adjusted to Grade	\$3,000.00	\$6,000
33	604	10.00	ea.	Double Gutter Inlet	\$3,500.00	\$35,000
34	604	2.00	ea.	Inlet converted to Manhole	\$750.00	\$1,500
35	604	35.00	ea.	Inlet Grates	\$100.00	\$3,500
36	604	39.00	ea.	Manhole Adjusted to Grade	\$400.00	\$15,600
37	604	45.00	ea.	Valve Chambers Adjusted to Grade W/O Rings	\$350.00	\$15,750
38	608	25578.00	s.f.	5" Concrete Walk	\$8.00	\$204,624
39	608	22.00	ea.	Curb Ramp	\$500.00	\$11,000
40	609	5968.00	l.f.	Concrete Curb, Type S-1	\$25.00	\$149,200
41	614	85.00	hr.	Law Enforcement Officer With Patrol Car	\$50.00	\$4,250
42	614	1.00	l.s.	Maintaining Traffic	\$75,000.00	\$75,000
43	627	2119.00	s.f.	Concrete Driveway	\$10.00	\$21,190
44	630	115.00	l.f.	Ground Mounted Support, # 2 Post- U Channel Type	\$10.00	\$1,150
45	630	7.00	ea.	Removal of Ground Mounted Post and Disposal	\$25.00	\$175
46	630	7.00	ea.	Removal of Ground Mounted Sign and Disposal	\$25.00	\$175
47	630	1.00	ea.	Sign Support Assembly, Pole Mounted	\$75.00	\$75
48	630	12.00	s.f.	Signs, Installation Only	\$35.00	\$420
49	644	0.55	mile	Center Line	\$4,000.00	\$2,200
50	644	300.00	l.f.	Channelizing Line	\$1.20	\$360
51	644	200.00	l.f.	Crosswalk Line, 12"	\$4.00	\$800
52	644	900.00	l.f.	Crosswalk Line, 6"	\$2.50	\$2,250
53	644	0.30	mile	Edge Line	\$4,000.00	\$1,200
54	644	4.00	ea.	Lane Arrow	\$80.00	\$320
55	644	1.10	mile	Lane Line	\$1,400.00	\$1,540
56	644	200.00	l.f.	Stop Line, 12"	\$4.00	\$800
57	644	500.00	l.f.	Transverse Line	\$5.00	\$2,500
58	659	223.00	s.y.	Seeding & Mulch	\$30.00	\$6,690
59	661	4.00	ea.	Deciduous Tree, 3" Caliper, Per Plan	\$385.00	\$1,540
60	1113	1.00	ea.	Relocating Existing Fire Hydrant	\$3,000.00	\$3,000
61	1321	140.00	l.f.	Conduit, 3" RMC	\$24.00	\$3,360

MADISON ROAD IMPROVEMENTS

09/12/2008

GENERAL CONSTRUCTION

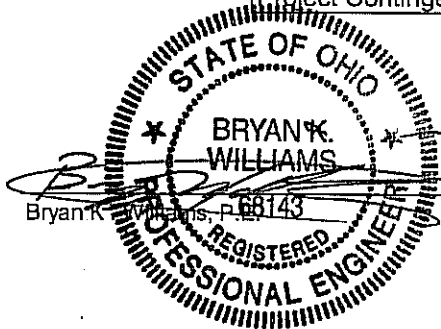
ROADWAY ITEMS

REF.	ITEM NO.	ESTIMATED QUANTITIES		DESCRIPTION	EST. UNIT PRICE	TOTAL ESTIMATED COST
62	1323	12.00	ea.	Street Lighting Pole & Circuit	\$12,000.00	\$144,000
63	Special	168.00	s.f.	Detectable Warning	\$130.00	\$21,840
64	Special	1.00	ea.	Project Sign	\$300.00	\$300
65	Special	100.00	c.y.	Structural Soil Mix, Type A	\$55.00	\$5,500
66	Special	1.00	lump	Traffic Signal Rebuilt	\$120,000.00	\$120,000
67	Special	1.00	lump	Tunnel Door	\$10,000.00	\$10,000
68	Special	1.00	s.y.	Utility Pole Relocation	\$5,000.00	\$5,000
TOTAL ROADWAY ITEMS						\$2,708,788

Base Estimate		\$2,708,788
Construction Management / Design / Surveying	17%	\$460,494
Project Contingency	10%	\$270,879

Total Estimated Construction Cost

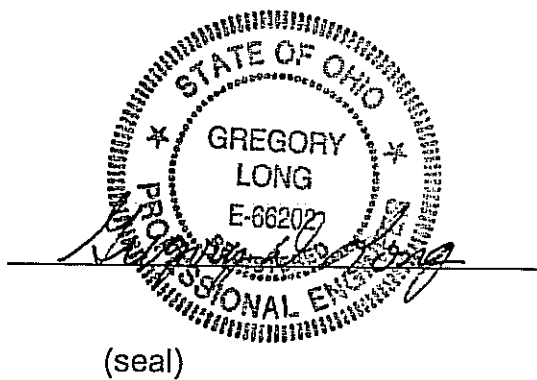
\$2,979,667



September 11, 2009

Subject: Street Reconstruction Project
Certification of Useful Life for OPWC Projects

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject street reconstruction is at least twenty (20) years.



Gregory D. Long, P.E.
Principal Engineer
City of Cincinnati

City of Cincinnati



Department of Finance

September 9, 2009

Michael Miller, Director
Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, Ohio 43215-4213

City Hall, Suite 250
801 Plum Street
Cincinnati, Ohio 45202
Phone: (513) 352-3731
Fax: (513) 352-2370

Joe Gray
Director

Kathleen Creager
Assistant Director

Re: **Status of Funds for Local Share
Round 24 SCIP/LTIP Project Grants**

Dear Mr. Miller:

The local matching shares for the following Round 24 SCIP/LTIP Projects are recommended by the City Manager for funding in the City's Capital Improvement Program:

STREET IMPROVEMENT PROJECTS

Madison Road – Brotherton Road to Ridge Avenue:

Safety and capacity improvements for Madison Road in Oakley. This project will include improvements to the Madison/Ridge intersection which are associated with the planned Kennedy Connector. In the vicinity of Brazee Street, new pedestrian islands will be constructed to provide improved pedestrian safety. (This is the second year of a two year allocation; though approved last year, we are still required to submit an application for Round 24 funding.)

Dana Avenue Improvements – Victory Parkway to I-71

Safety and capacity improvements for Dana Avenue in Evanston. This project will include horizontal geometric improvements to the roadway on Dana Avenue to meet current design standards. Widening will include concrete base and asphalt surface; new sidewalk on both sides of street, street lights, traffic signals and signage. (Similar to the Madison Road project above, this is the second year of a two year allocation; though approved last year, we are still required to submit an application for Round 24 funding.)

Barrow/Ridge Intersection Improvement:

Roadwork in conjunction with the Kennedy Connector project. This component will provide geometric improvements to the Barrow/Ridge/Alamo intersection, cul-de-sac Barrow, and construct a new roadway extending Alamo to become the new southeast approach Calvert Street and to the I-71SB / SR 562 WB ramp.

STREET IMPROVEMENT PROJECTS (continued)

Ibsen Avenue Improvements – Marburg to Ridge

Roadway widening work in conjunction with the Kennedy Connector project. This component will provide geometric improvements to the Ibsen/Marburg intersection and a realignment of the reconstructed Ibsen Avenue pavement.

Red Bank and Madison Improvements – Nutone Development Site

Proposed work includes widening Madison Road and construction of a new street to permit improved access to/from the former Nutone manufacturing site, which is being developed into offices and commercial space for new Midtown Crossing. This project will also include a traffic signal to be installed on Madison Road and the new street into Midtown Crossing.

STREET REHABILITATION PROJECT

Winton Road Rehabilitation:

Perform rehabilitation of Winton Road between Gray Road and North Bend Road.

BRIDGE REHABILITATION PROJECT

Western Hills Viaduct Deck Rehabilitation:

Rehabilitate the deck of the Western Hills Viaduct to extend the service life until such time that it can be replaced in its entirety.

BRIDGE RECONSTRUCTION PROJECT

Waldvogel Viaduct Reconstruction

Bridge and roadway reconstruction project which includes the removal of the existing deteriorated and load restricted, half mile long, Waldvogel Memorial Viaduct and replacing it with five new bridges and roadway on grade. The project also includes the improvement of River Road between State Avenue and Evans Street to meet current design standards.

LANDSLIDE CORRECTION PROJECTS

Art Museum Drive Landslide Correction:

Construct new retaining walls on Art Museum Drive between Mount Adams Drive and Eden Park Drive to replace an existing wall supporting the roadway on the downhill side.

Hillside Avenue at Tyler Avenue Landslide Correction:

Construct new retaining wall on downhill side of Hillside to stabilize roadway slippage. Located in the Riverside neighborhood.

RETAINING WALL IMPROVEMENT PROJECT

Cummins Street Retaining Wall Improvement:

Perform rehabilitation work on existing retaining wall supporting Cummins Street along the B&O railroad track in North Fairmount. This includes the replacement of 2000 Linear Feet of historic decorative concrete railing at the top of the wall.

The City Manager is committed to including the local funding needed to complete the project financing in the City's Capital Improvement Program. Sources of local funding for the City's Capital Improvement Program include dedicated revenue from the City's Earnings Tax, Southern Railway Lease proceeds, Bond proceeds, and Municipal Road funds. Additional funding has been committed by the Ohio Department of Transportation.

If you have any questions or need additional information regarding project financing, please contact me at (513) 352-6275.

Sincerely,



Joe Gray, Director
Department of Finance

cc:

David Holmes, Assistant City Manager
Joe Gray, Director, Finance
Michael Moore, Interim Director, Transportation and Engineering
Lea Eriksen, Manager, Budget and Evaluation
Tim Jamison, Acting City Engineer
Joe Vogel, Transportation and Engineering
Richard Szekeresh, Transportation and Engineering
Greg Long, Traffic Engineering
Dick Cline, Transportation and Engineering
Adm. Files
Eng. Div. File #5948

COUNCIL OF THE CITY OF CINCINNATI

STATE OF OHIO

OFFICE OF THE CLERK OF COUNCIL

I HEREBY CERTIFY that the foregoing transcript is correctly copied from the books, papers and journals of the City of Cincinnati, State of Ohio, kept under authority and by the direction of the Council thereof.

ORDINANCE 0226-2009 passed by the Council of the City of Cincinnati at their session on August 05, 2009 entitled:

ORDINANCE (EMERGENCY) submitted by Milton Dohoney, Jr., City Manager, on 8/3/2009, authorizing the City Manager to apply for funding grants and loans awarded by Hamilton County from the Municipal Road Fund ("MRF") program and the Ohio Public Works Commission's ("OPWC") State Capital Improvement Program ("SCIP"), Local Transportation Improvement Program ("LTIP"), and Revolving Loan Program ("RLP"), for the purpose of ensuring the timely completion of various road construction projects throughout the City.

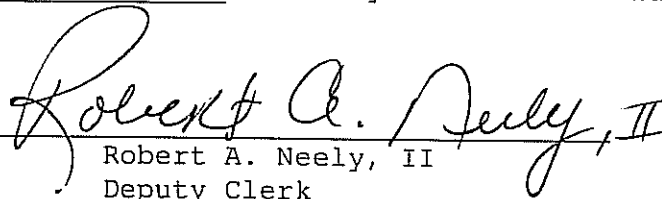
IN TESTIMONY WHEREOF I have

hereunto set my name and affixed

the seal of the Clerk of Council

Office this 17th day of

September in the year Two Thousand and Nine


Robert A. Neely, II
Deputy Clerk



EMERGENCY

City of Cincinnati

DW *apc/mz*

An Ordinance No. 226

- 2009

AUTHORIZING the City Manager to apply for funding grants and loans awarded by Hamilton County from the Municipal Road Fund ("MRF") program and the Ohio Public Works Commission's ("OPWC") State Capital Improvement Program ("SCIP"), Local Transportation Improvement Program ("LTIP"), and Revolving Loan Program ("RLP"), for the purpose of ensuring the timely completion of various road construction projects throughout the City.

WHEREAS, the Department of Transportation and Engineering and the Greater Cincinnati Water Works intend to submit funding requests for MRF and OPWC funds to ensure timely completion various projects; and

WHEREAS, Anderson Township is interested in submitting an application for Ohio Public Works Commission funding for the improvement of Dyer Street and Glade Avenue, with Dyer being a township road having shared jurisdiction between Anderson Township and the City of Cincinnati; and

WHEREAS, said funding application for the Dyer Road improvements will require the accompaniment of an agreement between Anderson Township and the City specifying the manner in which the improvement project is to be jointly managed and costs shared; and

WHEREAS, the City of Saint Bernard is interested in submitting an application for Ohio Public Works Commission funding for the rehabilitation of one or more streets having shared jurisdiction between Saint Bernard and the City of Cincinnati; and

WHEREAS, said funding application for the rehabilitation of one or more streets having shared jurisdiction between Saint Bernard and the City of Cincinnati requires the accompaniment of an agreement between Saint Bernard and the City of Cincinnati specifying the manner in which the project is to be jointly managed and costs shared; and

WHEREAS, the acceptance of these grants will not require the addition of any FTEs; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City Manager is authorized to apply for funding grants and loans awarded by Hamilton County from the Municipal Road Fund ("MRF") program and the Ohio Public Works Commission's ("OPWC") State Capital Improvement Program ("SCIP"), Local Transportation Improvement Program ("LTIP"), and Revolving Loan Program ("RLP") for the

purpose of ensuring the timely completion of various road construction projects throughout the City.

Section 2. That the City Manager is hereby authorized to cooperate with Anderson Township to file a joint application for Round 24 Ohio Public Works Commission funding to improve Dyer Street and Glade Avenue, part of which includes a street having shared jurisdiction with the City of Cincinnati, and to enter into an agreement with Anderson Township specifying the terms and conditions for managing the project and sharing its costs should the project be approved for funding by the Ohio Public Works Commission.

Section 3. That the City Manager is hereby authorized to cooperate with the City of Saint Bernard to file a joint application for Round 24 Ohio Public Works Commission funding to rehabilitate one or more streets having shared jurisdiction with the City of Cincinnati, and to enter into an agreement with the City of Saint Bernard specifying the terms and conditions for managing the project and sharing its costs should the project be approved for funding by the Ohio Public Works Commission.

Section 4. That all proper City officials are authorized to comply with the terms of this ordinance.

Section 5. That this ordinance shall be an emergency measure necessary for the preservation of the public peace, health, safety and general welfare and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to meet the MRF and OPWC application deadlines.

Passed: August 5, 2009

Attest:

M. Smith
Clerk

I HEREBY CERTIFY THAT ORDINANCE NO. 226-2009
WAS PUBLISHED IN THE CITY BULLETIN
IN ACCORDANCE WITH THE CHARTER ON 8-18-09

Melissa Anthony
CLERK OF COUNCIL

[Signature]
Mayor

**SCIP/LTIP PROGRAM
ROUND 24 - PROGRAM YEAR 2010
PROJECT SELECTION CRITERIA
JULY 1, 2010 TO JUNE 30, 2011**

NAME OF APPLICANT: CINCINNATI

NAME OF PROJECT: MADISON ROAD IMPROVEMENTS

RATING TEAM: 0

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applying agency, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

- 25 - Failed
- 23 - Critical
- 20 - Very Poor
- 17 - Poor
- 15 - Moderately Poor
- 10 - Moderately Fair
- 5 - Fair Condition
- 0 - Good or Better

Appeal Score

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Historic pavement management data based on ASTM D6433-99 rating system may be submitted as documentation. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- ☒ 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

Appeal Score

Criterion 2 – Safety

The applying agency shall include in its application the type of deficiency that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- ☒ 0 - No measurable impact

Appeal Score

Criterion 3 – Health

The applying agency shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? **In all cases, quantified documentation is required.** Mentioned problems, which are poorly documented, generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

4) Does the project help meet the infrastructure repair and replacement needs of the applying agency?

Note: Applying agency’s priority listing (part of the Additional Support Information) must be filed with application(s).

- 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- ☒ 5 - Fifth priority project or lower

Appeal Score

Criterion 4 – Jurisdiction’s Priority Listing

The applying agency **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

- 5) To what extent will a user fee funded agency be participating in the funding of the project?
- 10 - Less than 10%
 - 9 - 10% to 19.99%
 - 8 - 20% to 29.99%
 - 7 - 30% to 39.99%
 - 6 - 40% to 49.99%
 - 5 - 50% to 59.99%
 - 4 - 60% to 69.99%
 - 3 - 70% to 79.99%
 - 2 - 80% to 89.99%
 - 1 - 90% to 95%
 - 0 - Above 95%

Appeal Score

Criterion 5 – User Fee-funded Agency Participation

To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying agency must submit documentation.

- 6) Economic Growth – How the completed project will enhance economic growth (See definitions).

- 10 - The project will directly secure new employment
- 5 - The project will permit more development
- 0 - The project will not impact development

Appeal Score

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development?

Definitions:

Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees. The applying agency must submit details.

Permit more development: The project as designed will permit additional business development/employment. The applying agency must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

- 7) Matching Funds - **LOCAL**

- 10 - This project is a loan or credit enhancement
- 10 - 50% or higher
- 8 - 40% to 49.99%
- 6 - 30% to 39.99%
- 4 - 20% to 29.99%
- 2 - 10% to 19.99%
- 0 - Less than 10%

List total percentage of “Local” funds _____%

Criterion 7 – Matching Funds – Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other").

8) Matching Funds – OTHER

List total percentage of “Other” funds _____%

10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
1 – 1% to 9.99%
0 – Less than 1%

List below each funding source and percentage
_____%
_____%
_____%
_____%
_____%

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer’s Office meets the requirement.

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?

10 - Project design is for future demand.
8 - Project design is for partial future demand.
6 - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
0 - Project design is for no increase in capacity.

Appeal Score

Criterion 9 – Alleviate Capacity Problems

The applying agency shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis must accompany the application to receive more than 4 points. Projected traffic or demand should be calculated as follows:

Formula:

Existing volume x design year factor = projected volume

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

- Future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.
- Partial future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.
- Current demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.
- Minimal increase** – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.
- No increase** – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded?

- 5- Will be under contract by December 31, 2010 and no delinquent projects in Rounds 21 & 22
- 3 - Will be under contract by March 31, 2011 and/or one delinquent project in Rounds 21 & 22
- 0 - Will not be under contract by March 31, 2011 and/or more than one delinquent project in Rounds 21 & 22

Criterion 10 – Readiness to Proceed

The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. An applying agency receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc.

10 – Major Impact	Appeal Score
8 – Significant Impact	
6 – Moderate Impact	
4 – Minor Impact	
2 – Minimal or No Impact	

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact - Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) What is the overall economic health of the jurisdiction?

- 10 Points
- 8 Points
- 6 Points
- 4 Points
- 2 Points

Criterion 12 – Economic Health
The District 2 Integrating Committee predetermines the applying agency’s economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

- 10 - Complete ban, facility closed

8 – 80% reduction in legal load or 4-wheeled vehicles only

7 – Moratorium on future development, *not* functioning for current demand

6 – 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 – 40% reduction in legal load

2– 20% reduction in legal load

0 - Less than 20% reduction in legal load
- Appeal Score
-

Criterion 13 - Ban
The applying agency shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

- 10 - 30,000 or more

8 - 21,000 to 29,999

6 - 12,000 to 20,999

4 - 3,000 to 11,999

2 - 2,999 and under
- Appeal Score
-

Criterion 14 - Users
The applying agency shall provide documentation. A registered Professional Engineer must certify (sign and seal) the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

15) Has the applying agency enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (*Provide documentation of which fees have been enacted.*)

- 5 - Two or more of the above

3 - One of the above

0 - None of the above
- Appeal Score
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Criterion 15 – Fees, Levies, Etc.
The applying agency shall document (in the “Additional Support Information” form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. Bonds are not eligible for points in this category.